INDIANA GAMING COMMISSION

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MEMO

TO: All General Managers
Mike Smith

FROM: Ernest E. Yelton, Executive Director

RE: Proposed Marine Structural and Life Safety Standards

DATE: January 23, 2007

Pursuant to IC 4-33-6-6, the Indiana Gaming Commission is currently in the process of determining alternate marine structural and life safety standards for Indiana's riverboat casinos. The need for these standards is a result of a policy decision by the United States Coast Guard not to issue Certificates of Inspection to our newly constructed gaming riverboats. Since the enactment of IC 4-33-6-21, which permitted the adoption of flexible scheduling plans, all Indiana riverboat casinos have elected to operate dockside and none have cruised with passengers.

These standards have been drafted strictly within the requirements of Indiana law and with primary concern for patron safety and the practical application of marine standards presented by Indiana's dockside gaming environment. In doing so, the Commission has consulted with the American Bureau of Shipping (ABSG Consulting, Inc.), the United States Coast Guard and the Indiana Department of Homeland Security to provide expert opinions in formulating this draft.

I strongly encourage your participation in reviewing the draft standards by submitting comments that are aimed at the continued health of Indiana's statewide industry, and above all else, the safety of citizens who patronize the riverboats. I intend to present the standards to the Commission for action at its March 8, 2007 meeting. Therefore, please submit all comments and suggestions in writing to General Counsel Philip Sicuso at the above address or via e-mail at psicuso@igc.in.gov by February 15, 2007.

ABS Consulting

RISK CONSULTING DIVISION / MARINE SERVICES

GUIDE FOR ALTERNATE CERTIFICATION OF CONTINUOUSLY MOORED, SELF-PROPELLED, RIVERBOAT GAMING VESSELS IN THE STATE OF INDIANA

(Gaming Boats Operating Dockside and Not Subject To Routine Regulatory Inspections by the U.S. Coast Guard)

22 January 2007

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NOTICE

ABS CONSULTING has been selected to represent the interests of the Indiana Gaming Commission with regard to inspections of Alternate Certification riverboat gaming vessels operating dockside in the state of Indiana. At the request of the Indiana Gaming Commission, fees and expenses for efforts of ABS Consulting that are associated with project meetings, surveys, inspections, engineering reviews, building code plan reviews, research, travel, and report preparation, as well as any other vessel specific certification efforts that may be requested by the Indiana Gaming Commission, shall be invoiced by and paid directly to ABS Consulting, by the Casino Owner/Operator.

While this guide is intended to assist in identifying requirements for receipt of an IGC Certificate of Compliance, it should not be used as a substitute for the responsibility of owners, operators and/or their civil/naval architects to assure that the construction and/or operation of any specific riverboat gaming vessel is fully compliant with all current/applicable Indiana state laws and Indiana Gaming Commission rules, as well as current/applicable U.S. Coast Guard regulations, International Building Codes as adopted by the State of Indiana, including the National Electrical Codes and/or other standards/codes acceptable to ABS Consulting, and/or the Indiana Gaming Commission.

Nothing contained in this guide shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty, expressed or implied. Neither ABS Consulting, nor any of the individuals, or their companies, assisting in the preparation of this guide shall be responsible for any inaccuracy or omission, whether real or perceived.

All riverboat gaming vessels operating, or intended to operate, under the Indiana Alternate Certification program are subject to vessel specific plan reviews, physical inspections, and certification by ABS Consulting, subject to final review and approval by the Indiana Gaming Commission. After receiving their initial IGC Certificate of Compliance, riverboat gaming vessels operating dockside under the Alternate Certification program are subject to on-going annual and semi-annual general condition surveys by ABS Consulting.

Federal law would require that an Indiana riverboat casino possess a valid U.S. Coast Guard Certificate of Inspection (COI) before it could carry passengers while underway. Although riverboat gaming vessels in the Indiana Alternate Certification program will not possess a Coast Guard COI and will only be operating in a dockside capacity, all such vessels shall nevertheless be capable of getting underway and navigating under their own power at least as safely as might reasonably be expected of existing Indiana riverboat gaming vessels now operating under a Coast Guard COI. Alternate Certification vessels shall therefore be outfitted for operation on inland waters of the U.S. in accordance with applicable U.S.C.G. navigation rules. Additionally, installations of machinery and equipment associated with navigation, electrical, firefighting and life safety systems shall be reasonably equivalent to those found on the USCG Inspected riverboat gaming vessels presently operating dockside in Indiana.

Dock trials shall be required for all vessels being brought into the Alternate Certification program and shall demonstrate to ABS Consulting, satisfactory operation of all on-board marine systems and associated equipment, as well as life safety systems and associated equipment. For new vessels, underway trials shall be conducted to the extent acceptable to ABS Consulting and/or endorsed by the governing waterway authority.

The words “shall” and “should”, as used in this document, are not synonymous. The word “shall", directs adherence to a cited and/or known and accepted criteria. The word “should” indicates a recommendation for action with regard to a cited document and/or known and accepted criteria.

CONTENTS

SECTION 1

GENERAL OVERVIEW OF ALTERNATE CERTIFICATION FOR RIVERBOAT GAMING VESSELS OPERATING DOCKSIDE IN THE STATE OF INDIANA

Since ABS Consulting published its first gaming vessel guide in March of 1996, permanently and continuously moored floating casinos in several states have evolved from relatively basic individual barges and boats moored at docks along navigable waterways, to elaborate floating platforms that are nearly integral with the landside facilities. This guide has been developed with the knowledge gained from many years of experience working with casino owners, shipyards, civil and naval architects, state commissions, state inspection authorities, U.S. Coast Guard, American Bureau of Shipping and other related interests, and is specifically intended for use by the owners of all gaming boats desiring to operate under Indiana Gaming Commission standards for Alternate Certification.

Riverboat gaming vessels in the State of Indiana may be operated under a Coast Guard COI, or Indiana Gaming Commission standards for Alternate Certification. While Alternate Certification riverboat gaming vessels shall be capable of getting underway, they will not have Coast Guard COI's as Passenger Vessels in accordance with 46 USC 3301 (4) and therefore shall not carry gaming patrons/passengers when underway, except as might be specifically permitted by the U.S. Coast Guard on a case-by-case basis.

In accordance with Indiana Code 4-33-4-1(a)(9), 4-33-6-6(a), and 4-33-2-17, the Indiana Gaming Commission has adopted design standards for all riverboat gaming vessels operating under Alternate Certification that require riverboat casinos to be self-propelled and capable of getting underway. Pursuant to Indiana Code 4-33-6-6(b) all riverboat gaming vessels intended to operate along the Ohio River, must also replicate, as nearly as possible, historic Indiana steamboat passenger vessels of the nineteenth century. However, steam propulsion or overnight lodging facilities are not required.

Manning of Alternate Certification vessels shall generally be in accordance with U.S. Coast Guard requirements for U.S.C.G. Inspected riverboat gaming vessels in Indiana that are operating dockside. Subject to review and approval by the Indiana Gaming Commission, crewmen (but not officers) may also serve positions in other phases of the vessel's dockside operations.

Alternate Certification riverboat gaming vessels in the State of Indiana are subject to marine compliance/condition surveys and/or IBC inspections by ABS Consulting on behalf of the Indiana Gaming Commission. Annual and Semi-Annual Surveys will be accomplished.

Assuming satisfactory findings following ABS Consulting's annual and semi-annual surveys, Certificates of Compliance will be issued, or renewed, to confirm that a vessel is apparently being maintained in a manner that is consistent with the intent of this guide and/or codes to which the vessel was originally constructed so as to afford a level of patron safety considered at least equivalent to that found on USCG Inspected riverboat gaming vessels operating dockside in the State of Indiana.

For all newly constructed Alternate Certification vessels it should be understood that general hull construction shall be in accordance with prudent marine practice for vessels operating on inland waters as set forth herein, and that installations of machinery, as well as equipment associated with navigation, electrical, firefighting and life safety systems must be capable of operating independently of landside services and be deemed, by the Indiana Gaming Commission, to be reasonably equivalent to those found on the U.S. Coast Guard Inspected Riverboat Gaming vessels presently operating dockside in Indiana. However, since no passengers/gaming patrons may be carried on Alternate Certification boats while underway, out of zone refuge for gaming patrons will not be required. Thus, superstructures on Alternate Certification gaming vessels that meet strength requirements for underway operations on inland waters, may otherwise be designed and constructed in accordance with the current International Building Codes as adopted by the State of Indiana, so as to provide at least an equivalent level of patron safety while dockside to that found on existing U.S. Coast Guard Inspected riverboat gaming vessels.

Existing riverboat gaming vessels, presently operating dockside under a current U.S.C.G. Certificate of Inspection will be accepted as-is into the Alternate Certification program, subject to satisfactory initial survey by ABS Consulting.

SECTION 2

GENERAL REQUIREMENTS FOR CERTIFICATION

A. Designated Certification Agency:

ABS Consulting is the Designated Certification Agency assigned by the Indiana Gaming Commission to survey and/or inspect existing dockside riverboat gaming vessels opting for Alternate Certification, as well as review the design specifications and inspect construction of new self-propelled dockside riverboat gaming vessels for compliance with IGC standards.

B. Certification Process (General):

The ABS Consulting alternate certification process includes verifying compliance of the combined hull structures, vessel systems, superstructures and life safety systems to codes adopted by the State of Indiana, and/or applicable federal regulatory requirements and/or recognized marine codes.

1. A Certificate of Compliance is required from ABS Consulting, to verify that the specific hull, machinery, superstructure and outfit of the Alternate Certification dockside riverboat gaming vessel, as well as portions of any adjacent waterborne and/or land-based structure through which patrons must exit, have been reviewed, inspected and found to provide at least equivalent levels of patron safety while dockside, to those which exist on riverboat gaming vessels with a USCG Certificate of Inspection.
2. Landside structures through which gaming patrons will exit will be reviewed and inspected for compliance with International Building Codes as adopted by the State of Indiana in company with appropriate State Certified Building Code Inspector, who shall be responsible for compliance of land-based structures. Those portions of land-based structures that gaming patrons must exit through shall meet or exceed IBC to the satisfaction of ABS Consulting prior to Issuance of the Certificate of Compliance.
3. In accordance with state statutes, all dockside riverboat gaming vessels in the State of Indiana must be self-propelled and capable of getting underway. They shall be considered by the State of Indiana and/or the Indiana Gaming Commission to be "Continuously Moored" and shall retain their status as self-propelled motor vessels capable of getting underway. Each such vessel shall possess a current U.S. Coast Guard Certificate of Documentation as a motor vessel. Therefore riverboat gaming vessels shall not be considered a Class 1 structures as defined in Indiana Code 22-12-1-4, nor shall any adjacent ancillary waterborne structures.
4. Upon satisfactory completion of the ABS Consulting alternate certification process, the initial Certificate of Compliance will be issued and presented to the gaming vessel owners by the Indiana Gaming Commission. Among other things, the issuance of the initial Certificate of Compliance will serve as verification that the respective vessel is self-propelled and capable of getting underway in accordance with intent of state statutes.

SECTION 3

DEFINITIONS

A. Damaged Stability:

The ability of the vessel to right itself from an external force with the assumption that a vessel's watertight integrity has been compromised.

B. Downflooding:

Entry of water through an unprotected opening in the watertight envelope of the hull that allows large amounts of water into the hull.

C. Intact Stability:

The ability of the vessel to right itself from an external force with the assumption that watertight integrity of the vessel remains intact.

D. International Building Codes:

As used in this document, refers to the current suite of International Building Codes (including, but not necessarily limited to plumbing, electrical and mechanical codes, as applicable) as adopted by the State of Indiana.

E. Longitudinal Strength:

The structural ability of the hull girder to carry the imposed load when the hull girder is supported by waterborne buoyancy forces.

F. Superstructure:

A structure that is:

1. installed on;
2. is permanently connected to; and
3. extends above the main deck of a marine hull.

G. Hull:

The main body of a vessel which provides flotation.

H. Inspected Vessel:

Any marine vessel that possesses a valid U.S.C.G. Certificate of Inspection.

I. Watertight:

A watertight structure and/or closure shall be capable of withstanding the pressure created by the head of water to which it may reasonably be subjected.

J. Weathertight:

A weathertight structure and/or closure will exclude rain and/or blowing residual water, snow, sleet, and hail, but is not intended to withstand any significant head pressure.

SECTION 4

HULL AND SUPERSTRUCTURE

A. Interface

1. Early in the design phase, the Civil Architect and the Naval Architect are to establish the basic elements of interface between the hull and superstructure. These elements shall be reviewed and approved by ABS Consulting prior to commencing construction of Superstructure.
2. Civil Architect shall provide to the Naval Architect all necessary column and deck loads, as well as locations of same, so adequate support structure may be developed prior to commencing construction of Superstructure.
3. Naval Architect shall provide the Civil Architect anticipated hull girder deflections based on the loadings received and dynamic loadings associated with anticipated wave action, including the anticipated maximum angle of inclination.
4. The Civil Architect and Naval Architect shall work together to determine the adequacy of each other's findings, and utilize the most effective method of resolving any discrepancies, prior to submission to ABS Consulting for review.

B. Maximum Angle of Inclination

1. The maximum angle of inclination shall be calculated considering the effects of simultaneous wind and passenger heeling, free surface, wave effect, and any other external force for the intact condition, under all loading conditions, including while underway. Design criteria for superstructure and its structural connections to the hull shall be suitable for this angle, as well as for loads applicable to underway forces that may be sustained. Engineering for connections of such things as electrical power, mechanical systems and ramps, etc. should consider this angle, as well as dockside elevation changes from possible fluctuations of water level

B.1.a) Wind velocity used for wind heeling shall be at least the same as used in the International Building Code.

b) Passenger heeling moment shall be as per 46 CFR 171.050.

c) The effect of free surface shall be considered.

d) The wave loading shall be as applicable to local conditions.

e) During the design phase, calculations verifying adequate water depth and, if appropriate, retaining wall to platform clearance, giving due consideration to maximum inclination, shall be prepared and submitted to ABS Consulting (Houston) for review and approval.

C. Hull

1. Scantlings shall be developed in accordance with a recognized standard such as the ABS Rules for "Building and Classing Steel Vessels for Service on Rivers and Intra-Coastal Waterways".

2. The structure shall be adequate for support of the design loads specified by the naval and/or civil architects. Consideration must be given to effects of concentrated loads imposed by columns, multi-hull connections and structures, mooring points, and access structures.

3. Structural continuity shall be provided. Structural members shall not change direction, or terminate abruptly, and shall be connected to adjacent structures such that hard spots, notches and other potentially harmful stress concentrations are avoided.

4. Where stiffeners are cut in way of deck or bulkhead penetrations, the openings are to be framed and bracketed to maintain the original strength of the structure. Hull frames are not to be altered without prior approval of the participating Naval Architect and ABS Consulting.

5. Plans showing the structural dimensions and thicknesses should be of sufficient detail, including welding, and should reflect all deck and column loading. Plans shall be submitted to ABS Consulting for review and approval prior to initiation of construction and should, in general, include as a minimum:

a) General Arrangement of hull(s), superstructure(s) and/or enclosures.

b) structural profile

c) structural deck plan

d) structural sections and column foundations

e) watertight doors and hatches

f) bilge and ballast system (if installed)

g) watertight bulkhead penetrations

h) compartment and access plan within the hull(s).

i) machinery installations, including all propulsion, navigation and/or steering systems

j) electrical installations (marine & IBC)

k) installed firefighting systems

D. Deck Loading and Column Connections

1. Distributive and point loading should be determined by engineering analysis at the time of preliminary design. To assure that the hull can withstand these imposed loads the structural plans must be submitted to ABS Consulting for review and approval prior to initiating hull construction.

a) In the case of an existing vessel being converted for use as a dockside riverboat gaming vessel, or ancillary floating support platform, actual thickness gauge readings of the hull structure and shell plating shall be the basis for the analysis.

2. Columns that support superstructure and contact or penetrate the main deck shall be supported by suitable below deck foundations for adequate distribution of the imposed loads to the adjacent hull structure.

3. The foundations and the column to deck connections are to be reviewed and accepted by the Naval and Civil Architects of record and approved by ABS Consulting prior to commencing hull construction.

4. Deck capacity and deck loading shall be considered when placing heavy equipment.

E. Interconnections - Multiple Hulls/Pontoons

1. Interconnections of multiple hulls shall be developed at the preliminary design phase, with consideration given to underway and/or dockside loading conditions, physical environment, weather and site location.

2. In the design phase, consideration shall be given to locations of fabrication, inter-connection and mooring, if different, since transportation could well impose structural loadings that would not be present after interconnections are completed.

   a) Complete longitudinal strength analysis with specific wave/weather criteria applied for worst anticipated transit condition, should be performed.

3. The structural connections shall be designed in accordance with a recognized marine construction standard/code and submitted to ABS Consulting for approval prior to initiating hull construction.

4. The complete multi-hull assembly shall be considered as a single entity for purposes of performing transverse and longitudinal strength calculations.

   a) Complete longitudinal strength analysis based on design bending moment for all multi-hull units shall submitted to ABS Consulting for approval prior to initiating hull construction.

F. Superstructures

1. Superstructures shall be structurally suitable to withstand repeated stresses reasonably anticipated to occur while the vessel is underway and maneuvering at the maximum allowable design weather conditions.

2. Superstructures on Alternate Certification dockside riverboat gaming vessels may be designed to comply with a recognized marine standard for passenger vessels, or the International Building Codes, or an acceptable combination thereof, so as to afford an equal level of patron safety as presently exists on USCG Inspected dockside gaming vessels in the State of Indiana.

3. Superstructures shall be fitted with approved emergency lighting system(s), and approved fire alarm system(s) per NFPA 12, as well as automatic sprinkler systems per NFPA 13 and/or the International Building Codes.

4. If a superstructure is intended to meet the International Building Codes, the plans and specifications shall be signed and sealed by a Registered Architect and/or Registered Professional Engineer licensed in the State of Indiana and be submitted to ABS Consulting for review and approval **prior** to each construction phase, along with affidavits stating that Plans and Designs conform to requirements of the applicable codes with regard to the construction type, egress, and handicapped accessibility as well as all other general requirements. Structural designs and drawings shall conform to technical codes regarding strength, stress, strains, loads & stability as applicable while dockside and underway in applicable marine environment. Structural plans shall be signed and sealed by the Structural Engineer of Record for the Project.

5. Information submitted with plans shall include:

   a) Confirmation of Building Code Used

   b) Use Group Intended

   c) Mechanical

   d) Electrical

   e) Plumbing

   f) Sprinkler Drawings and Calculations

   g) Fire alarm system drawings & calcs.

   h) Type of construction

i) Floor area per floor

j) Building height

k) Full description of superstructure

l) Structural Calculations

m) Number of exits

n) Exit capacities

o) Travel distance to exits

p) Fire resistance rating for the following:

- Shaft Enclosures
- Stair Enclosures
- Exterior Bearing Walls
- Interior Bearing Walls
- Fire Walls
- Area Separation Walls
- Exit Protective Walls
- Occupancy Separations
- Columns
- Beams, Girders, Trusses
- Floor/Ceiling Construction
- Roof/Ceiling Construction

q) In addition to above Fire Resistance Ratings, consideration shall be given to 46 CFR 72.05 with regard to applicable marine codes, inclusive of furniture and furnishings.

SECTION 5

WELDING

A. Recognized Standards:

1. Welding shall comply with recognized standards, such as American Welding Society (AWS), or American Bureau of Shipping (ABS).

B. Acceptable Procedures:

1. Welding shall, in all instances, produce welds having strength and toughness comparable to the base metal.

2. Written welding procedures, processes, techniques and positions, including types of joints and edge preparation, shall be developed by the fabrication facility and certified by the U.S. Coast Guard, ABS or AWS and approved by ABS Consulting prior to commencement of production welding.

3. Welders shall be tested and certified in the established procedure/process and position for which they are utilized.

   a) Certification of all welders doing hull and structural welding should be accomplished by American Bureau of Shipping.

   b) Copies of certificates for all welders shall be made available to ABS Consulting.

4. Surfaces to be welded shall be free of moisture, grease, loose rust scale, or paint. Primer coatings of ordinary thicknesses may be left intact provided it has been demonstrated that they have no adverse effect in the production of satisfactory welds.

5. Slag and scale shall be removed from the surfaces to be welded on the original pass and again prior to subsequent weld passes.

6. Welds shall be visually inspected by ABS Consulting for compliance with approved drawings and specifications.

SECTION 6

NON-DESTRUCTIVE TESTING

1. Non-Destructive testing of the welded connections in the hull structure shall be accomplished in accordance with U.S. Coast Guard or ABS Rules for tank and/or Passenger Vessels and/or as otherwise specified by the attending ABS Consulting Surveyor.

2. In the superstructure, non-destructive testing of the welded connections shall be conducted in accordance with directions of the Civil or Naval Architect, and/or as may be required by the applicable building code, in line with importance of the connection.

SECTION 7

DRAFT MARKS

A. General:

1. Boat hulls shall have readily visible draft marks in, accordance with applicable U.S. Coast Guard Regulations and/or ABS Rules, installed on port and starboard sides near bow and stern. Draft marks shall be verified by an ABS Consulting Surveyor.

   a) If a boat is designed to operate dockside with the hull(s) submerged, draft marks shall be continued on prominent structure above those on the hull.

SECTION 8

UNDERDECK SPACES, USE OF

A. Riverboat Gaming Vessel Hulls:

1. Unless specifically approved by the Indiana Gaming Commission, no space below the main deck should be utilized as a public area.

2. Spaces below the main deck normally manned by vessel crew and/or other casino personnel shall be fabricated and outfitted in accordance with 46 CFR 72.05.

   - If a manned space is situated below, or directly adjacent to, an IBC space, overheads, columns, etc. shall be made compliant with International Building Codes as adopted by the State of Indiana, in regard to flame spread and fire resistive construction, as well as installed fire extinguishing systems unless U.S.C.G. regulations for passenger vessels provide a higher degree of fire safety for the IBC space, in which case they shall apply.

SECTION 9

UNDER DECK SPACES, ACCESS

A. Gaming Boats and Ancillary Floating Platforms

1. Access to and/or egress from under deck spaces shall be considered at the preliminary design phase.

   a) Depending on location, Watertight or Weathertight doors shall be installed above the main deck at each access leading to below deck areas.

   b) There shall be at least two means of escape from all general areas accessible to the passengers or where crew may normally be employed. At least one of these two means of escape shall be independent of water-tight doors. (Reference: 46 CFR 72.10.5)

2. Consideration should be given to future maintenance, repairs and surveys when developing the access and/or egress plan.

3. Where practical, ingress/egress should be via inclined ladderways.

4. All necessary openings in watertight bulkheads shall be suitably fitted with appropriate watertight closures, including those necessary for access, wiring, piping, ventilation, etc.

5. There shall be no inaccessible spaces/voids within the Hull.

SECTION 10

CLOSURES FOR OPENINGS IN AND/OR PENETRATIONS OF WATERTIGHT STRUCTURES

A. Hulls

1. The designs of watertight doors and manholes shall be such that they will maintain the same watertight integrity as the bulkhead or deck in which they are inserted. Each shall be reviewed and approved by ABS Consulting prior to commencement of Hull construction.

2. In **occupied** spaces below the main deck, passages in watertight subdivision bulkheads shall be provided with watertight doors fitted with position monitoring devices that are remotely monitored from an occupied space above the main deck.

   a) The door closure devices shall be operable locally from both sides of the bulkhead and it shall be possible to open and close the doors by hand.

   b) The watertight door monitoring location must be in a space that is manned 24 hours a day by personnel who are acquainted with watertight door operations and who understand the reason for maintaining watertight integrity within the hull.

   b) Except as may otherwise be specifically authorized by ABS Consulting, all watertight doors shall be maintained in closed and fully dogged positions.

3. Watertight doors shall be of strength consistent with water pressure to which they may be subjected.

   a) Where stiffeners are cut in way of watertight door installations, openings shall be framed so as to restore original strength to bulkheads, without taking the strength of the door frames into consideration.

4. All penetrations in watertight structure for mechanical and electrical systems shall be made with *marine* type/grade watertight stuffing tubes, multi-cable transits or steel pipe couplings, in order to maintain watertight integrity.

   a) Where steel pipe couplings are used for electrical cable, watertight integrity shall be maintained by installation of rubber grommets & capture nuts, or other suitable means.

   b) Steel stuffing tubes, multi-cable transit frames and pipe couplings shall be welded on both sides of the plating that they penetrate.

SECTION 11

FIRE PROTECTION

For all proposed new vessels and/or existing vessels being modified, drawings, specifications and/or engineering details submitted to ABS Consulting for review and approval must include details of the specific codes used and any waivers requested with regard to fire protection.

A. Marine Structural Fire Protection

1. Except as may be applicable to areas directly adjacent to superstructures designed and constructed to meet International Building Codes, the construction and arrangement of Alternate Certification riverboat gaming vessel hulls shall be in compliance with 46 CFR 70.05 (Structural Fire Protection) as deemed applicable by ABS Consulting.

2. Fire protection for the Superstructure, as well as normally occupied casino patron and patron service spaces, along with any casino crew and boat crew spaces adjacent thereto, on newly constructed vessels entering the Alternate Certification program in Indiana shall be in accordance with applicable International Building Codes, except where the marine codes afford a higher level of safety while dockside. (Ref. 46 CFR 72.05)

3. Marine machinery and engineering spaces shall be afforded fire protection in accordance with 46 CFR 72.05 except where they are directly adjacent to IBC protected spaces, where the standard affording the greatest degree of safety while dockside will be applicable.

   - In addition to Superstructure gaming areas and egress paths, it is strongly recommended that all other public areas, casino offices, break rooms, locker rooms, galleys, and mess rooms located within a vessel's hull also be fitted with sprinkler systems.

B. Existing USCG COI Gaming Boats Opting for Alternate Certification

1. An existing dockside riverboat gaming vessel, with a current U.S.C.G. Certificate of Inspection, opting to enter the Alternate Certification program, will need to remain in accordance current U.S. Coast Guard rules for Inspected Passenger Vessels to be accepted "as-is" for Alternate Certification.

2. However, after acceptance into the Indiana Alternate Certification program, if modifications are proposed for the Superstructure, existing firefighting and life safety systems may well need to be modified.

SECTION 12

BILGE ALARMS, BILGE PUMPING, WATER BALLAST AND BALLAST SYSTEMS

A. Hulls and Ancillary Floating Platforms:

1. Quantities of ballast water used to maintain trim and/or stability should be determined by the naval architect and civil architect at the time of design.

   a) Permanent ballast such as poured concrete, concrete blocks, sand, scrap steel plate, etc. is not recommended.

2. Consideration should be given to use of rust inhibitors and biocides in ballast water.

3. Dewatering valves of all tanks containing ballast water shall be locked in their closed position and tagged with appropriate notices.

4. Considerations should be given to applying rust preventative in all ballast compartments.

5. Where water ballast is used and a ballast pumping system is installed, ballast tanks shall be fitted with vent pipes and sounding tubes in accordance with a recognized standard such as ABS Rules for "Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways".

6. Sensors for a central bilge alarm system shall be installed in bilges of unmanned watertight hull compartments, to indicate any significant accumulation of water.

7. Underdeck spaces with sprinkler and/or hydrant system fire protection shall be provided with suitable means of dewatering each watertight sub-division involved.

8. Procedures shall be developed, dewatering equipment put in place and personnel trained in the removal of water from all watertight subdivisions.

SECTION 13

VENTILATORS AND VENT PIPES

A. Hull Compartments:

1. Design and installation of ventilation for below deck machinery spaces shall be in accordance with ABS Rules applicable to the type and/or size and/or description of vessel.

2. Vent pipes shall be installed in all below deck watertight void compartments to preclude the potential build-up of air or gas pressures.

   a) Vent pipes should be 2" minimum diameter and should originate from the uppermost area of the compartment and terminate at a suitable height above the main deck, with a 180° inverted elbow.

   b) Consideration should be given to downflooding and the installation of ball check valves or other suitable means of closure.

SECTION 14

STABILITY

A. All Alternate Certification Gaming Vessels

1. While a vessel is in design stage, the owners should provide a preliminary stability study to ABS Consulting Marine Engineering Dept. (Houston), using estimated light-ship displacement as well as longitudinal and vertical gravity centers. If the study demonstrates that vessel complies with intact and damage stability criteria outlined in 15A2 and 15A3 below by using conservative estimated vertical center of gravity, only a deadweight survey is needed to confirm the vessel's lightship displacement & longitudinal center of gravity at completion. Otherwise, an inclining experiment will be required to confirm the vessel's vertical center of gravity location.

2. Vessels with ordinary proportion and form shall comply with intact stability criteria in 46 CFR 170.160, 46 CFR 170.170, 46 CFR 170.173 and 46 CFR 171.050. (Instead of compliance with 46 CFR 170.173 the licensee may elect to comply with alternate criteria for vessels of unusual proportion and form, as may be acceptable to the Indiana Gaming Commission and/or ABS Consulting.)

3. Riverboat gaming vessels shall comply with damage stability criteria as outlined in 46 CFR 171.070 & 46 CFR 171.080, with one-compartment standard of flooding, regardless of passenger capacity.

   a) In line with the diverse nature and basic construction of the many vessel hull forms employed in designs of dockside gaming vessels, consideration must be given to:

      - water levels
      - historical weather data
      - future intended use
      - superstructure design
      - gaming patron capacity
      - potential for flooding

b) Acceptable stability is dependent on a vessel being designed with sound engineering principles, and obtaining satisfactory engineering review from ABS Consulting.

4. The following drawings and/or calculations shall be provided to ABS Consulting for stability review and approval prior to completion of the vessel:
   - General Arrangement
   - Midship Section
   - Subdivision Plan
   - Profile Plan
   - Lightship Weight and Center of Gravity Estimation
   - As-Built Stability Study (Intact/Damage)

5. A stability test procedure should be submitted to the ABS Consulting Marine Engineering Department for review and approval, prior to conducting the test.

6. Upon completion of the stability test data obtained shall be submitted to the ABS Consulting Marine Engineering Department for review and approval. The vessel's stability will then be re-evaluated based on the lightship characteristics determined by the stability test.

7. Existing passenger and/or dockside riverboat gaming vessels presently having current U.S.C.G. Certificates of Inspection will normally meet the stability requirements outlined herein. However, copies of existing stability documentation will need to be furnished to ABS Consulting for review on behalf of the Indiana Gaming Commission.

SECTION 15

LONGITUDINAL STRENGTH

A. Hulls and Supporting Structures

1. Longitudinal strength calculations shall be performed in accordance with a recognized standard such as ABS Rules For "Building And Classing Steel Vessels for Service on Rivers and Intracoastal Waterways".

2. Longitudinal strength calculations shall be performed for all new construction vessels of ordinary proportion and form over 250' in length, and for all vessels having unusual configurations and/or loading conditions, regardless of length.

3. Strength calculations shall be performed for all new vessels of the box type configuration in both the longitudinal and transverse using longitudinal strength parameters.

4. Longitudinal strength calculations shall be performed on all pre-existing hulls proposed for use in conversion to dockside riverboat gaming vessels regardless of length. Hull strength is to be analyzed using actual plate and structural shape thicknesses as determined from a gauging survey (see Section 16.A.2.d.).

5. Longitudinal & transverse strength calculations shall be performed on all multi-hull boats regardless of length. The multi-hull units shall be treated as a single entity for these calculations.

6. All loads transmitted to a hull should be reflected in longitudinal & transverse strength calculations. Special attention should be paid to the loads from the superstructure, including column point loads.

7. In all cases where a water transit has been planned, or there is a potential for one, necessary wave and weather induced criteria should be applied to the longitudinal and transverse strength calculations.

SECTION 16

NEW CONSTRUCTION/CONVERSION SURVEYS AND INSPECTIONS

A. Surveys and Inspections

1. Periodic surveys shall be carried out during new construction/conversion of Alternate Certification riverboat gaming vessels, by ABS Consulting Marine Surveyors and/or Building Code Inspectors qualified to confirm compliance with applicable building codes, Indiana Gaming Commission rules, approved drawings, specifications, and/or recommended repairs and testing.

   a. Adequate advance notice for scheduling of required marine surveys, building code inspections and test attendances shall be given to ABS Consulting.

   b. Within three (3) normal working days of concluding of marine surveys and building code inspections ABS Consulting will provide written notification to the Indiana Gaming Commission, the riverboat owner, naval architect and/or contractor, concerning any significant discrepancy found.

   c. Unless otherwise acceptable to the Indiana Gaming Commission, Alternate Certification of any dockside riverboat gaming vessel will not be granted until all discrepancies, have been suitably corrected and follow-up surveys completed by ABS Consulting on behalf of the Indiana Gaming Commission.

   ABS Consulting shall be given written notification prior to owners/operators effecting any change to an existing hull, and/or machinery, superstructure, outfit, or arrangement of outfit for review and approval.

   - All such changes shall be submitted to the participating naval architect and/or licensed structural engineer for review and approval prior to submission to ABS Consulting.

2. The following may be used for basis of a planned conversion project:

   a) Existing vessels, especially ex. Chemical and petroleum tank vessels nominated for possible conversion to Alternate Certification dockside riverboat gaming vessels shall be internally cleaned, gas freed and tanks suitably vented to remove remaining contaminants prior to survey.

   b) Existing vessels nominated for conversion should then be subjected to a thorough visual condition assessment survey by ABS Consulting. The survey report shall describe conditions of all deck, side, bottom and bulkhead platings, as well as all deck fittings, internal structure, access openings, closures, and hull piping, as well as significant fittings and fixtures. The Marine Surveyor will give special attention to planned attachment points for columns and appendages.

   c) All existing vessels nominated for conversion to Alternate Certification dockside riverboat gaming vessels shall be audio gauged by an independent gauging firm in the presence of an ABS Consulting Marine Surveyor and the gauging report reviewed by ABS Consulting Marine Engineering Department. (It is highly recommended that gaugings be done prior to purchase.)

   d) The minimum requirements for thickness gaugings of each proposed hull shall be as follows:

      - Three (3) girth belts of deck, sides, bottom and longitudinal bulkhead plating within the midship half length, together with adjacent internals.

      - Transverse bulkhead plating, stiffeners and other areas as deemed necessary by the attending surveyor and/or naval architect.

- Gaugings of the main longitudinal structure; including platings and associated structural members, stiffeners and brackets of decks, side shell, bottom shell and bulkheads, as reflected in the gauging report, are to be specifically reviewed to determine amount of wastage and adequacy of the remaining structure for its new intended service.

3. During conversion special attention shall be paid to the alignment of all column bases to under deck structure. Misalignment shall not exceed one-half the thickness of the column web or the under deck vertical supporting structure, whichever is the lesser thickness, unless otherwise justified by the naval architect.

4. Drawings and specifications for any modifications to a dockside riverboat gaming vessel operating under Alternate Certification, as well as any change in ballasting and/or relocation of weights, shall first be submitted to ABS Consulting Marine Engineering Department for review and approval.

SECTION 17

MARINE MACHINERY AND ASSOCIATED SYSTEMS

A. General Acceptance:

1. All machinery and associated systems presently installed on dockside riverboat gaming vessels operating in satisfactory compliance with a current U.S.C.G. Certificate of Inspection, will be accepted under rules for Alternate Certification without exception, subject to satisfactory initial inspection by ABS Consulting.

2. For new vessels being built under rules for Alternate Certification all marine systems shall be installed in accordance with ABS Rules for Building and Classing Steel Vessels for Service on Rivers and Intra-Coastal Waterways, or U.S.C.G. requirements for COI gaming vessels operating dockside in the State of Indiana.

   a) Since superstructures on Alternate Certification Vessels are permitted to meet IBC, there will be points of interface between IBC and marine codes with regard to structure, electrical, mechanical, plumbing, fire protection and life safety systems.

   b) In most cases the standard providing the highest degree of safety and/or operational reliability will be accepted. Such interfaces shall be submitted to ABS Consulting for review and approval.

3. For new vessels being built under rules for Alternate Certification, all machinery, and systems required for underway operations, related, but not necessarily limited to, propulsion, steering, electrical, bilge, ballast, fire fighting (sprinklers, hydrants, and other fixed systems), potable water, and sewage, shall be installed so as to be capable of operating independently of landside service connections.

   a) Fire pumps must be of sufficient size for full operation of sprinkler and hydrant systems while underway.

   b) Bilge and ballast pump systems must be capable of full operation while underway.

   c) All life safety systems required when dockside, must be functional while underway, unless a specific waiver is granted in writing by the IGC.

   d) All connections between the vessel and landside facilities, utilities and other structures, while continuously moored dockside, must be temporary in nature.

   e) On-board potable water, toilet and sewage facilities shall be deemed sufficient to support use by vessel's normal crew for a minimum of 8 hours while underway, unless a specific waiver is granted in writing by the IGC.

f) All machinery and systems installed aboard Alternate Certification vessels shall be submitted for review and approval by ABS Consulting

SECTION 18

RIVERBOAT GAMING SUPERSTRUCTURES AND ADJACENT STRUCTURES THROUGH WHICH PATRONS MUST EXIT

A. Superstructure Building Codes:

- Superstructures on new Alternate Certification gaming boats shall be designed and constructed in accordance with existing U.S.C.G. rules for Inspected passenger vessels or the International Building Codes. IBC may only be applied where the owner establishes to the satisfaction of ABS Consulting that the IBC provides at least an equivalent level of patron safety while dockside to that which presently exists on the riverboat gaming vessels now operating dockside under a U.S.C.G. Certificate of Inspection. In all cases, Superstructures must be structurally suitable for normal underway use on inland waters as motor vessels.

  a) Out of Zone Refuge (OZR) for gaming patrons is not required for Superstructures of Alternate Certification riverboat gaming vessels, as long as applicable IBC egress requirements are met.

  b) Marine systems shall be reasonably equivalent to those found on riverboat gaming vessels now operating under U.S.C.G. Certificates of Inspection.

  c) The points of interface between vessel's marine systems and superstructure systems intended to meet International Building Codes (as adopted by the State of Indiana), will be dealt with on a case-by-case basis.

B. Code Inspections of Superstructures and Adjacent Structures Through Which Gaming Patrons Must Exit:

1. In addition to inspections of Superstructures, ABS Consulting Building Code Inspectors will review plans, and conduct appropriate on-site inspections of adjacent landside structures through which gaming patrons must exit.

   - If non-compliant construction is found, the Indiana Gaming Commission, the local building code inspector, contractor and the architect of record will be notified in writing regarding the finding, usually within three (3) normal working days. ABS Consulting and/or the IGC may assign a deadline for correction of the non-compliant item(s).

     a) If any item of material non-compliance is not promptly corrected, as directed by ABS Consulting or the Indiana Gaming Com-mission, the gaming boat may be subject to penalty up to and including revocation of its Certificate of Compliance.

   - Copies of inspection and observation reports prepared by architects and/or engineers and/or special inspectors employed by owner shall be kept at the job site for review by ABS Consulting.

4. The owner shall provide the ABS Consulting building code inspector with adequate advance notice in order to be present for all scheduled final tests and inspections of life safety and emergency systems, such as fire alarm, sprinkler system, smoke evacuation, emergency power, etc.

   a) Life Safety Systems must be tested by owner in accordance with IBC requirements.

   b) Final written reports containing the results of required tests and inspections shall be provided to the ABS Consulting building code inspector.

5. Any proposed changes/modifications to plans and/or specifications of, or proposed modifications to, the gaming vessel Superstructure or any other marine or landside structure through which casino patrons must exit shall be submitted to the ABS Consulting building code inspector for prior review and approval.

SECTION 19

ANNUAL AND SEMI-ANNUAL SURVEYS

A. General:

1. At time of initial certification, the first annual survey of Hull, Superstructure and Life Safety Systems will have been completed. Thereafter, annual and semi-annual marine surveys and building code inspections will be accomplished. ABS Consulting will conduct the surveys and inspections to verify:
   - that marine systems are being maintained fully operational;
   - that structure and systems have not been damaged or altered in any way; and
   - that gaming layouts have not changed significantly from that permitted by the original structural and/or ABS Consulting stability certification letter and/or amendments.

   a) Any specialized technical assistance required for inspection, testing or evaluation shall be as required by IBC code or as recommended by ABS Consulting.

   b) Hull and marine related Life Safety Systems will be surveyed/inspected in general accordance with survey forms included as part of this guide.

   c) Whenever possible, Annual and Semi-Annual Building Code Inspections will be accomplished during the same time periods as the marine surveys indicated in Section 23 herein.

2. All annual surveys can be initiated up to 90 days of the anniversary date of the vessel's Alternate Certification program entry date and shall consist of at least the following:

   a) General inspection of Hull, Superstructure and Life Safety Systems to ensure there are no changes to the approved facility that may affect structural integrity and/or the stability of the vessel and/or exit requirements.

   b) Inspection of the under deck spaces to ensure watertight integrity of the Hull has been maintained.

   c) Inspection of the structural condition of the hull(s) and watertight bulkheads.

   d) Inspection of the operational condition of watertight doors, closing devices and monitoring systems as well as watertight bulkhead penetrations.

   e) Inspection of the condition of ventilators, hatch covers, manhole covers and closing devices.

   f) Inspections verifying that the fire resistance requirement for walls and doors has been maintained.

   g) Inspections verifying that handicapped accessibility has been maintained.

   h) Witnessing tests of marine Life Safety Systems, including Fire Alarm System, Sprinkler System, and Emergency Lighting and Power Systems.

3. When possible ABS Consulting will employ the following procedure for annual and semi-annual surveys:

   a) A letter shall be sent to the casino owner/operator, with a copy to the IGC, advising annual survey due date. A minimum of 30 days notice shall be given.

   b) The casino owner/operator shall propose to ABS Consulting an acceptable date and time for survey.

c) At time of survey, the surveyor and/or building code inspector shall be provided current drawings of hull and gaming layout, along with overall facility maintenance documentation.

d) If discrepancies are found during the survey and repairs are deemed necessary, the surveyor and/or building code inspector will coordinate re-inspections and later verify satisfactory completion of repairs.

e) The Surveyors will subsequently prepare survey reports and transmit findings.

f) Upon satisfactory completion of annual and semi-annual surveys and code inspections, certificates of compliance will be revalidated by ABS Consulting.

SECTION 20

OPERATION MANUALS

A. General:

1. Casino Owner and/or Operator shall develop written operating and maintenance procedures, which clearly spell out requirements for periodic self-inspection and maintenance of hull, superstructure and landside exiting structures, both interior and exterior. An inspection log shall be maintained and shall be subject to audit by ABS Consulting or IGC at any time.

   a) Interior tanks/voids should be inspected on an annual basis, or any time a change in attitude of the vessel is noted.

   b) Watertight closures to be periodically inspected to verify closure operation and any alarms associated with same.

   c) Alarms and alarm panel operation should be periodically function tested and confirmed.

   d) Hull exterior should be inspected on a periodic basis to confirm that no damage has occurred and that allowable freeboard is not being exceeded.

   e) All mechanical and electrical equipment should be periodically inspected, including valves, but not necessarily limited to piping joints, electrical connections, switchboxes and motors.

   f) A copy of the operating and general maintenance procedures should be submitted to ABS Consulting for approval.

SECTION 21

MOORINGS – PORT SAFETY AND SECURITY

A. General:

1. Mooring location and/or arrangements will be subject to requirements of the US Army Corps of Engineers and/or United States Coast Guard.

   a) In addition to federal requirements stated in the U.S. Coast Guard Marine Safety Manual, Volume II, Materiel Inspection, Section B, Chapter 4 I, the specific mooring arrangement to be used for any Alternate Certification vessel shall be submitted to ABS Consulting for review and approval. The Indiana Gaming Commission may assist in the review to assure that moorings meet the intent of Indiana statutory requirements.

2. All vessels operating on or moored adjacent to the navigable waters of the United States, as defined by 33 CFR 2.05-25, fall within federal jurisdiction of the U.S. Coast Guard. It is and shall be the riverboat casino owner's responsibility to contact the appropriate U.S. Coast Guard office to determine any port safety and/or security requirements for the specific vessel and location.

3. Mooring arrangements at berths on navigable waters are routinely reviewed by the U.S.C.G. Captain of the Port (COTP) and/or Officer in Charge of Marine Inspections (OCMI) and will need to meet federal requirements stated in USCG Marine Safety Manual, Volume II, Material Inspection, Section B, Chapter 4 I, for Permanently Moored Vessels.

SECTION 22

ALTERNATE CERTIFICATION OF EXISTING USCG INSPECTED VESSELS

A. General Procedure:

1. The Owner of an existing U.S.C.G. Inspected riverboat gaming vessel operating in Indiana shall forward a written request for Alternate Certification to the Indiana Gaming Commission.
2. Provide ABS Consulting with a written request for certification services, including status of main and auxiliary machinery.
3. Provide ABS Consulting current copies of the following drawings/data:
   - General arrangement drawings
   - Stability data and approval letter
   - Lifesaving equipment and arrangement
   - Fire control plan
   - Structural drawings
   - USCG Certificate of Inspection
5. Casino operator shall notify the local Fire Chief/Fire Marshal that the specific riverboat gaming vessel is being considered for "Alternate Certification" status. Notification should include advice that the safety inspection and certification responsibility is being transferred from the USCG to ABS Consulting. It should also include a request for a meeting to review the riverboat's fire safety plan.
6. Upon satisfactory completion of required marine surveys and building code inspections, ABS Consulting will forward their reports, confirming that the riverboat casino is fit for its intended purpose, to the Indiana Gaming Commission and a Certificate of Compliance will be issued.
7. Upon receiving the Certificate of Compliance, the vessel owner must then notify the U.S.C.G. that they are prepared to surrender the vessel's COI.

SECTION 23

FORMS FOR ANNUAL AND SEMI-ANNUAL SURVEYS OF DOCKSIDE RIVERBOAT GAMING VESSELS OPERATING UNDER ALTERNATE CERTIFICATION

A. Annual Hull Survey (See Attached)

B. Annual Machinery Survey (See Attached)

C. Semi-Annual Lifesaving Equipment Survey (See Attached)

D. Semi-Annual Fire Protection, Detection and Extinguishing Equipment (See Attached)

SECTION 24

ADDITIONAL INSPECTION REQUIREMENTS FOR NEW VESSELS AND EX-COI VESSELS OPERATING UNDER ALTERNATE CERTIFICATION

A. Building Code Survey Requirements:

1. All new vessels with Superstructures built in whole or in part to the International Building Code, will be subject to Annual and Semi-Annual Building Code Survey, in addition to items listed in the marine survey forms referred to above.
2. Ex-COI vessels will not be subject to the additional building code inspection unless modifications to the pre-existing structure, outfit or arrangement, which implicate the International Building Code, are made.

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VESSEL NAME:	PID NO:
REPORT NO:	DATE:

CONTINUOUSLY MOORED CASINO BOATS
REPORT OF ANNUAL HULL SURVEY
(REFERENCE 46 CFR SUBCHAPTER H, PART 71.25)

The following areas/parts of the vessel's hull were examined and considered satisfactory:	**YES**	**NO**	**N/A**
1. Hatchways, manholes and scuttles in the freeboard deck and superstructure decks.	☐	☐	☐
2. Machinery casing, fidley covers, funnel annular spaces, skylights, companionways, and deckhouses protecting openings in the freeboard deck or enclosed superstructure decks.	☐	☐	☐
3. Portlights together with deadlights or other openings in the vessel's sides, or ends below the freeboard deck, or in way of enclosed superstructure.	☐	☐	☐
4. Ventilators, air pipes together with flame screens, scuppers and discharges serving spaces on or below the freeboard/weather deck.	☐	☐	☐
5. Watertight bulkheads, bulkhead penetrations, end bulkheads of enclosed superstructure	☐	☐	☐
6. Weathertight doors and closing appliances for all of the above including stiffening, dogs, hinges, and gaskets and the proper operation of same.	☐	☐	☐
7. Watertight doors and closing appliances in subdivision bulkheads, including stiffening, dogs, hinges and gaskets.	☐	☐	☐
8. Watertight Doors Were Tested For Proper Operation, as follow:			
• Local control by hand	☐	☐	☐
• Local control by power (as applicable)	☐	☐	☐
• Remote control by power (as applicable)	☐	☐	☐
9. Means of protection for personnel, guard rails, bulwarks, lifeline, gangways and deckhouses as fitted.	☐	☐	☐
10. Stability data were verified on board as applicable.	☐	☐	☐
11. Anchors and chain cables.	☐	☐	☐
12. The condition of Moorings/Mooring Arrangements.	☐	☐	☐

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The following areas/parts of the vessel's hull were examined and considered satisfactory:	**YES**	**NO**	**N/A**
13. Structural areas of the hull particularly susceptible to corrosion, as follow: • Wind and water strake (Internal & External) • Bilge plating and framing (Internal)	☐ ☐	☐ ☐	☐ ☐
14. Hull thickness gaugings were taken as a consequence of this survey. (If "yes", refer to separate gauging report.)	☐	☐	☐
15. Void spaces were examined as follow: Name _____ Location _____	☐	☐	☐
16. The following ballast tanks were examined internally and tested (At least once every five years). Name _____ Location _____	☐	☐	☐
17. The following oil and fresh water tanks were examined externally: Name _____ Location _____	☐	☐	☐
18. Scuppers, Sea valves, and overboard discharges were externally examined, as accessible, including their attachments to shell and any means of positive closing of valves.	☐	☐	☐
19. The non-metallic expansion pieces in the SW circulating system were externally examined.	☐	☐	☐

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COMMENTS (OUTSTANDING RECOMMENDATIONS, ETC)

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CONTINUOUSLY MOORED CASINO BOATS
REPORT OF ANNUAL MACHINERY SURVEY
(REFERENCE 46 CFR SUBCHAPTER F, PART 50)

The following areas/parts of the vessel's hull were examined and considered satisfactory:	**YES**	**NO**	**N/A**
1. Has the main propulsion machinery been disconnected or otherwise rendered inoperable?	☐	☐	☐
2. The main and auxiliary equipment installations were generally examined, as accessible and considered satisfactory.			
• Support structure	☐	☐	☐
• Distributive systems connections	☐	☐	☐
• Exhaust system and supports	☐	☐	☐
• Engine protective devices	☐	☐	☐
3. The machinery space(s) and boiler space(s), where applicable, were examined including emergency escape routes and considered satisfactory.	☐	☐	☐
4. All accessible parts of the steering arrangements were examined and considered satisfactory, as follows:			
• Steering engine (engine and/or pumps)	☐	☐	☐
• Emergency steering system	☐	☐	☐
• Indicators and alarms	☐	☐	☐
• Operating instructions (posted on the navigating bridge and in steering compartment)	☐	☐	☐
5. An operational test of the main and auxiliary steering gear, including their associated equipment and control systems was performed while the vessel was not underway and considered satisfactory.	☐	☐	☐
6. The anchor handling equipment (windlass or winch) was examined and considered satisfactory.	☐	☐	☐
7. Means of communication between the navigating bridge, machinery control positions and steering gear space including alternate steering position, where fitted, were tested and considered satisfactory.	☐	☐	☐
8. The bilge pumping system was examined, including emergency bilge suction valve, and tested, bilge wells examined and remote reach rods and level alarm, where fitted, were tested and considered satisfactory.	☐	☐	☐

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The following areas/parts of the vessel's hull were examined and considered satisfactory:	**YES**	**NO**	**N/A**
9. The boilers, their external appurtenances including safety valves, foundations, controls, relieving gear, high pressure and escape steam piping, insulation and gauges were examined, tested as applicable, and considered satisfactory.	☐	☐	☐
10. The pressure vessels and their external appurtenances, including relief valves, foundations, pressure piping and gauges were examined and considered satisfactory. (To be tested, or internally examined, biennially.)	☐	☐	☐
11. Electrical machinery, emergency sources of power, switch gear and other electrical equipment were generally examined, operationally tested and considered satisfactory.	☐	☐	☐
12. The operation of the emergency sources of electrical power and their automatic operation was confirmed as far as practicable, as follows:			
• Parallel operation (multiple generator installations)	☐	☐	☐
• Indication and alarms	☐	☐	☐
• Engine protective devices	☐	☐	☐
• Operating instructions	☐	☐	☐
13. Particular attention was paid to all electrical lighting fixtures to ensure that the lights were protected by glass globes and guards or equivalent.	☐	☐	☐
14. If an Emergency Generator is provided was it tested and proven satisfactory? If none installed, was the Emergency Battery system proven to be functioning satisfactory?	☐	☐	☐
• Connected systems verified	☐	☐	☐
• Emergency lighting operation and markings	☐	☐	☐
• Emergency switchboard operation and markings	☐	☐	☐
15. If electrical shore power is supplied was installation examined and found satisfactory.	☐	☐	☐
16. Electrical distribution system has been verified, to the extent practical, and found to be satisfactory, as follows:			
• Cable supports and banding	☐	☐	☐
• Mechanical protection	☐	☐	☐
• Deck and bulkhead penetrations	☐	☐	☐

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COMMENTS (OUTSTANDING RECOMMENDATIONS, ETC)

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REPORT NO:	DATE:

CONTINUOUSLY MOORED CASINO BOATS
REPORT ON SEMI-ANNUAL SURVEY OF
REPORT ON SEMI-ANNUAL SURVEY OF LIFE SAVING EQUIPMENT

(REFERENCE 46 CFR SUBCHAPTER H, PART 71.25-15)

Items Inspected	YES	NO	N/A
1. Are Emergency instructions/ notices posted in conspicuous places?	☐	☐	☐
2. Are Emergency Survival Equipment and Emergency Watercraft instructions posted in conspicuous places?	☐	☐	☐
3. Survival craft and/or rescue boat(s) were found stowed in a seaman like manner and ready for immediate use.	☐	☐	☐
4. Launching arrangements for rescue boats were examined, exercised and found in satisfactory condition.	☐	☐	☐
5. All rescue boats examined as far as practicable and all found satisfactory.	☐	☐	☐
6. Was rescue boat lowered to the water, load tested and found satisfactory.	☐	☐	☐
7. Rescue boat propulsion tested in ahead and astern modes?	☐	☐	☐
8. If installed, have inflatable liferafts been serviced in the past 12 months? Last service date: _____	☐	☐	☐
9. The following Personal Lifesaving Appliances were examined and found or placed in satisfactory condition and properly stowed:			
a. Eight (8) ring lifebuoys including all required attachments, retro-reflective material and markings. (2 ring lifebuoys provided with lights) Date smoke signals (manufactured) / (expired) _____	☐	☐	☐
b. Lifejackets with whistles, retro-reflective material and lights. (For 5% of persons board in suitable locations on the offshore side)	☐	☐	☐
10. Are instructions on board for the operation and maintenance of life-saving appliances?	☐	☐	☐
11. Was communications equipment verified on board and in satisfactory condition?	☐	☐	☐

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Items Inspected	**YES**	**NO**	**N/A**
12. Where required, lights, shapes and sound signals were examined and found in satisfactory condition.	☐	☐	☐
13. Confirmation of Man Overboard Drill	☐	☐	☐
14. Confirmation of Training and Instruction	☐	☐	☐

COMMENTS / OUTSTANDING RECOMMENDATIONS

ABS CONSULTING / Risk Consulting Div.
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VESSEL NAME: _____	PID NO: _____
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CONTINUOUSLY MOORED CASINO BOATS
REPORT ON SEMI-ANNUAL SURVEY OF
FIRE PROTECTION, DETECTION AND EXTINGUISHING EQUIPMENT
(REFERENCE 46 CFR SUBCHAPTER H, PART 71.25)

Items Inspected	YES	NO	N/A
1. Are fire control plans posted and have they been updated to reflect any modifications?	☐	☐	☐
a. Is a duplicate set of plans stored in a permanently marked weather tight enclosure outside the deckhouse?	☐	☐	☐
b. Have all items of fire fighting and detection equipment been verified against the ship's fire control plan?	☐	☐	☐
c. Were main vertical fire zones verified against the Ship's fire control plan?	☐	☐	☐
d. Was the fire integrity of bulkheads and decks verified against the ship's fire control plan.	☐	☐	☐
e. Was it verified that non-combustible materials have been maintained for ceilings, linings, bulkheads, and insulation including associated framing, grounds, joint pieces and draft stops.	☐	☐	☐
2. Were the following items and systems (as fitted) examined and / or tested as required and found or placed in satisfactory condition?			
a. Fire pumps, including the emergency fire pump demonstrated to deliver two jets of water.	☐	☐	☐
b. Fire main including isolating valves, hydrants, fire hoses of non-perishable material, nozzles, applicators and tools.	☐	☐	☐
c. Fixed fire extinguishing system (for machinery spaces including controls, bottle storage - Last service date: _____	☐	☐	☐
d. Portable and semi-portable extinguishers - Last service date: _____	☐	☐	☐
e. Fixed low expansion foam system including storage, piping, controls, nozzles and foam liquid - Last service date: _____	☐	☐	☐
f. Fixed high expansion foam system including, foam generator, controls and foam liquid.	☐	☐	☐
g. Fixed water spray / sprinkling systems including piping, isolating valves, control stations, water supply and nozzles. Last service date: _____	☐	☐	☐
h. Fireman's outfits. Including breathing apparatus.	☐	☐	☐

ABS Consulting
RISK CONSULTING DIVISION

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VESSEL NAME:	PID NO:
REPORT NO:	DATE:

i.	Are paint lockers and flammable liquid lockers, protected by an appropriate fire-extinguishing arrangement?	☐	☐	☐
j.	Fixed fire detection and alarm systems tested.	☐	☐	☐
k.	Sample extraction smoke detection system was tested.	☐	☐	☐
l.	Remote controls for stopping fans and machinery and shutting off fuel supplies.	☐	☐	☐
m.	Closing arrangements of ventilators, annular spaces, skylights, doorways and tunnels as fitted.	☐	☐	☐
n.	Emergency generator tested. (If not tested, prove battery system is functioning.)	☐	☐	☐
3.	Was it confirmed that no significant fire has occurred necessitating the use of fixed or portable fire extinguishing equipment since the last inspection. (If negative, give details of any such fire in comments").	☐	☐	☐
4.	Has all equipment provided to comply with any special requirements issued by the Local Fire Chief, been examined and found satisfactory? If so, list below:	☐	☐	☐
5.	Confirmation of fire drill.	☐	☐	☐
6.	Confirmation of training and instruction.	☐	☐	☐

COMMENTS / OUTSTANDING RECOMMENDATIONS

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COMMENTS / OUTSTANDING RECOMMENDATIONS
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Gaming Vessel Services